

PART 14. TRANSIT ORIENTED DEVELOPMENT¹

Sec. 656.1401. Purpose.

The purpose of Part 14 is to encourage new transit oriented development (TOD) and redevelopment outside of the Urban Core. TOD is designed to fulfill various goals, objectives and policies of the Comprehensive Plan. Meeting specific plan policies will allow increased residential density, reduced automobile parking, pedestrian oriented open space, mixed use, and reduced setbacks in areas designated for mass transit stations.

(Ord. 2007-587-E, § 1)

Sec. 656.1402. Approval procedure.

The following areas, as more explicitly depicted on Exhibit A, on file with the Office of Legislative Services, are deemed to be potentially suitable locations for a TOD Zoning Overlay District:

- 103rd Street
- Arlington Central
- Art Museum Drive
- Baymeadows Road
- Cedar Hills Boulevard
- Collins Road
- Emerson Street
- Morse Avenue
- San Juan Avenue
- Shipyards (formerly Maxwell House)
- Townsend Road
- University Boulevard (Town and Country)
- Wilson Boulevard

Upon a written recommendation for approval by JTA and Planning and Development Department, a TOD boundary application and site plan shall be submitted to the Council for review. Prior to the introduction of legislation approving the application and master site plan, the City in coordination with JTA shall schedule a public charette meeting. The charette shall be publicly noticed pursuant to Section 656.124 of the Zoning Code. After the charette, legislation may be introduced to City Council and City Planning staff may prepare a report and recommendation for consideration by the TOD Committee at a public meeting. This TOD Committee shall consist

¹Editor's note(s)—Ord. 2007-587-E, § 1, amended the Code by repealing former part 14, §§ 656.1401—656.1403, and adding a new part 14. Former part 4 pertained to density/intensity bonuses, and derived from Ord. 91-58-148.

of seven members and shall include a representative of Planning and Development, JTA, Traffic Engineering Division or MPO, and a developer, licensed architect, licensed landscape architect and professional civil engineer. The developer, licensed architect, licensed landscape architect and professional civil engineer members shall be appointed by the Mayor and approved by the Council. Upon approval of the site plan by the TOD Committee, the bill may proceed to the Land Use and Zoning Committee and City Council. The TOD Committee shall substitute for the Planning Commission. The TOD Committee advisory recommendation may include conditions of approval that shall be incorporated into the legislation presented to the Council for adoption of the TOD Overlay. Until a Transit Oriented Development designation is made by the Jacksonville City Council, the listing shall not presume appropriateness.

The TOD overlay and site plan should reflect form based zoning principles and be generally consistent with Jacksonville Design Guidelines and Best Practices Handbook.

In addition to minimum development standards provided herein the site plan shall be evaluated on the following criteria:

1. Does the plan provide for appropriate transitioning between uses and transition appropriately to single family residential through building height, use of buffers and setbacks?
2. Does the plan provide sufficient public open spaces such as pedestrian plazas, landscaped areas, and streetscape amenities?
3. Are building facade treatments pedestrian in scale and is the building mass mitigated through use of articulation of wall planes, material changes, roof types, transparency, lighting, and use of awnings?
4. Are commercial parking lots located away from the street frontage behind shops and offices?
5. Are driveway connections limited and designed to reduce conflicts with the pedestrian?
6. Are block lengths pedestrian in scale?
7. Are uses linked by sidewalks or alternative multi-modal paths?
8. Is there a streetscape and street tree landscaping plan?

The Department shall forward completed applications to the TOD Committee, together with its written recommendations on same. The TOD Committee shall hold a public hearing to consider an application for a TOD within not more than 63 days from the date of filing a complete application. The Council shall review all recommendations of the TOD Committee concerning applications for a Transit Oriented Development.

9. Are bus stops or bus lanes meeting JTA requirements?

(Ord. 2007-587-E, § 1; Ord. 2017-475-E, § 1)

Sec. 656.1403. Locational Criteria.

- (1) Areas up to and within $\frac{1}{4}$ of a mile of a TOD designated transit station shall be classified as TOD-1.
- (2) Areas up to and within between $\frac{1}{4}$ of a mile and $\frac{1}{2}$ of a mile from a TOD designated transit station shall be classified as TOD-2. No land area shall be zoned TOD-2 unless it adjoins an area zoned TOD-1.
- (3) Increases in multiple-family residential density beyond the maximum permitted in the Zoning District Regulations of Part 3 can be achieved, provided that the increased density does not exceed the maximum density allowed in the applicable residential land use category of the Comprehensive Plan;

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- (4) In a TOD-1 area, Multi-family residential density in the CGC (Community General Commercial) and HDR (High Density Residential) may allow residential densities up to 60 units per acre and no less than 20 units per acre; and
 - (5) In a TOD-2 area, Multi-family residential density in the CGC (Community General Commercial) may allow residential density up to 30 units per acre and no less than 15 units per acre.

(Ord. 2007-587-E, § 1)

Sec. 656.1404. TOD-1 Development Standards.

(1) Streetscape Design Standards.

Purpose and Intent. The streetscape design standards are established to provide design criteria which require a certain level of quality; enhance street level design to attract pedestrian use; develop a system of pedestrian-oriented streets and walkways; improve pedestrian and transit links among key activity centers and to promote continuity between public and private developments; provide for protection of air quality through the mitigating effects of trees and provide shade and enhance the appearance of the TOD Overlay District. All new buildings and structures and rehabilitation of existing buildings and structures shall meet the following criteria, or submit an alternative streetscape plan subject to review and approval by the TOD Committee:

- (a) A streetscape shall be constructed in accordance with the provisions of this subsection whenever any building or structure is erected in the TOD or whenever any building or structure undergoes major renovation. The streetscape shall include the following items:
 - (i) *Trees.* Trees shall be planted in the streetscape. The type of tree, number of trees, and spacing of trees shall comply with the following standards:
 - (A) Trees shall be a minimum of 16 feet in height, four-inch caliper, with seven feet of clear trunk. Liriope groundcover will be used as the tree planter cover.
 - (B) Irrigation systems shall be installed underground to service all trees and other landscape material, and the irrigation system shall be maintained in operable condition at all times. The type and size of irrigation system shall comply with City's Land Development Standards.
 - (C) Inspection of trees planted pursuant to this subsection shall occur six months after planting to ensure all trees are in healthy condition. Trees found to be in a declining condition shall be replaced within 30 days of notice thereof. If replacement is necessary, there shall be a reinspection six months after replacement and the provisions of this subsection shall apply to the reinspection.
 - (ii) *Streetlights.* The type, number, and spacing of streetlights shall comply with the standards set forth in the Downtown Jacksonville Streetscape Standards and as approved by the City's Highway Engineer.
 - (iii) *Paving.* Paving shall be installed in the streetscape. The type of paving, design and paving materials shall comply with the standards as set forth in the Downtown Jacksonville Streetscape Standards.
 - (iv) *Street Furniture.* Street furniture shall be installed where appropriate. The type, number and spacing of street furniture shall comply with the standards as set forth in the Downtown Jacksonville Streetscape Standards or meet JTA standards.
- (b) *Streetscape maintenance agreement.* At the time of issuance of a certificate of occupancy, all property owners constructing streetscapes shall be required to execute a maintenance agreement, in a form

acceptable to the City, in which the property owner agrees to maintain and repair all elements of the streetscape when needed.

(2) *Required Parking.*

- (a) There shall be no required parking within 500 feet of a TOD designated transit station. The maximum permitted parking within 500 feet of a TOD designated transit station shall be 50 percent of the required parking.
- (b) Between 500 feet and ¼ mile of a TOD designated transit station, a 50 percent reduction in required parking shall be permitted by right.
- (c) Between ¼ mile and ½ mile of a TOD designated transit station, a 25 percent reduction in required parking shall be permitted in addition to other available parking credits pursuant to Section 656.603(k) of the Zoning Code.
- (d) The maximum number of off-street parking spaces permitted for any use within the TOD Overlay District shall be the minimum number of off-street parking spaces required pursuant to Part 6.
- (e) Within a TOD Zoning Overlay District credit for shared parking and mixed use parking, and on-street parking may be granted administratively by the Department or as otherwise provided for in Part 6.

(3) *Parking lot location/design.* Commercial parking lots shall be located to the side or rear and behind shops and offices. Within a TOD-1 Overlay District, parking shall be prohibited between the front lot line and the building. All proposed parking lots shall provide cross access easements and shared access with adjoining properties. All other provisions for parking lot design shall apply to a TOD Overlay District.

(4) *Pedestrian Access.* New retail, office, and residential uses within a TOD District shall provide convenient pedestrian access to transit through the measures listed below.

- (a) Pedestrian connections to adjoining properties shall be provided;
- (b) Pedestrian connections shall connect on-site circulation to the existing proposed streets walkways and driveways that abut the property;
- (c) A direct pedestrian connection shall be provided between the transit stop and building entrances on the site;
- (d) Within 500 feet of a TOD Overlay designated transit station, the minimum required sidewalk width shall be ten feet; and
- (e) Provision of a bus shelter or other sheltered transit collection point in a nonresidential or residential development with the approval and coordination of the Jacksonville Transportation Authority (JTA).

(5) *Setbacks.*

- (a) The minimum front yard setback in a TOD-1 and TOD-2 shall be zero feet;
- (b) Where ground floor restaurant and cafe uses are present, front setbacks may be increased up to 12 feet to allow for outdoor seating;
- (c) Within a TOD-1, all nonresidential development within 500 feet of a TOD designated transit station shall have a maximum front yard setback of eight feet and a minimum front yard setback of zero feet;
- (d) Within a TOD-1, all nonresidential development between 500 feet and ¼ mile of a TOD designated transit station shall have a maximum front yard setback of eight feet; and
- (e) Within a TOD-1, residential uses within 500 feet of a TOD designated transit station shall have a maximum front yard setback of 12 feet.

(6) *Prohibited, permissible and existing uses.*

(a) The following uses, unless in existence as of the enactment date of this Part, are prohibited within the boundary of a TOD Zoning Overlay District:

- (i) Automotive sales, vehicle storage or repairs;
- (ii) Car wash;
- (iii) Recycling center;
- (iv) Drive-in or drive-through service;
- (v) Personal property storage;
- (vi) Light and heavy industrial uses.

(b) The following uses, unless in existence as of the enactment date of this Part, are permissible by exception:

- (i) Automotive rental;
- (ii) Minor automotive repair;
- (iii) Commercial off-street parking drive-through service (TOD -2 only).

Uses that were in existence on the enactment date of this Part shall be considered legally non-conforming uses, subject to the restrictions and limitations on such uses as provided for in this Chapter.

(Ord. 2007-587-E, § 1)

Editor's note(s)—Ordinance 2007-839-E, § 18, authorized updated department/division names pursuant to reorganization.